

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 03/07/1988

DCA87MA010A
File No. 1693

11/06/1986

TAMPA, FL

Aircraft Reg No. N2185P

Time (Local): 07:04 EST

Make/Model: Piper / PA-23-150
Engine Make/Model: Lycoming / O-320
Aircraft Damage: Destroyed
Number of Engines: 2
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point: PINE SHADOWS, FL
Destination: Same as Accident/Incident Location
Airport Proximity: On Airport/Airstrip
Airport Name: TAMPA INTL
Runway Identification: 36L
Runway Length/Width (Ft): 11000 / 150
Runway Surface: Concrete
Runway Surface Condition:

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Instrument Conditions
Lowest Ceiling: 0 Ft. AGL, Obscured
Visibility: .00 SM
Wind Dir/Speed: 090 / 003 Kts
Temperature (°C): 21
Precip/Obscuration:

Pilot-in-Command Age: 56

Flight Time (Hours)

Certificate(s)/Rating(s)

Airline Transport; Flight Instructor; Commercial; Flight Engineer; Multi-engine Land; Single-engine Land; Single-engine Sea

Total All Aircraft: 20000

Last 90 Days: 80

Total Make/Model: Unk/Nr

Total Instrument Time: Unk/Nr

Instrument Ratings

Airplane

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

AT APRX 0612 EST, AN EASTERN AIRLINE CAPT (OWNER OF PIPER PA-23, N2185P) DEPARTED A RWY NEAR HIS HOME IN VFR CONDS TO COMMUTE TO WORK AT TAMPA, FL. SHORTLY AFTER TAKEOFF, HE CONTACTED A FSS & UPDATED THE WX INFO HE HAD OBTAINED ON THE PREVIOUS EVENING. AT THAT TIME, THE CURRENT TAMPA WX WAS, IN PART: INDEF CEILING, ZERO OBSCD, VIS 1/16 MI WITH FOG, RVR FOR RWY 36L WAS 1000' TO 1600'. BEFORE N2185P ARRIVED, 2 OTR FLTS HAD DIVERTED FM TAMPA DUE TO THE WX BEING BELOW MINS. DRG ARRIVAL, THE PLT OF N2185P MADE 2 ILS APCHS TO LND. DRG HIS 1ST ATMT, HE MADE A MISSED APCH & ELECTED TO 'GO BACK & TRY IT AGAIN.' WHEN CLRD FOR THE 2ND ILS, THE RVR WAS 600' IN THE TOUCHDOWN AREA & 1000' AT MIDFIELD. SUBSEQUENTLY, THEPA-23 TOUCHED DWN ON A PARALLEL TAXIWAY & COLLIDED WITH BOEING 727, N4743, WHICH WAS BEING TAXIED FOR TAKEOFF. THE 727 CREW DID NOT SEE THE PIPER UNTIL IT WAS APRX 500' AWAY. THE CAPT OF THE BOEING STEERED RGT, BUT WAS UNABLE TO AVOID A COLLISION. THE DECISION HEIGHT (DH) & MIN RVR FOR THE APCH WERE 200' & 1800', RESPECTIVELY, FOR CATEGORY A, B & C ACFT.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. NOT PERFORMED
7. SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. (F) OBJECT - AIRCRAFT MOVING ON GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be: